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CHAPTER 6MOBILIZATION/CONTINGENCY REQUIREMENTS

## 1. POLICY AND CONCEPT

a. General. This chapter describes the policies and procedures for obtaining and arranging passenger transportation during mobilization/contingency situations and is intended to supplement reference (j) (available on NAVSUP's Naval Logistics Library - <http://www.navsup.navy.mil/reference/index.html>). In the event of mobilization for war or national emergency, transportation is an essential and critical element in the mobilization process. It is imperative that all resources be transported and deployed expeditiously to reinforce and sustain fleet and combatant units. During the initial phases of a mobilization, drilling Naval Reserve personnel will be required to move within the continental United States from their residences to Naval Reserve activities (NRAs) for activation processing, Navy Mobilization Processing Sites (NMPSs) for mobilization processing, required training and outfitting locations as determined by the supported commander and ports of embarkation for subsequent overseas movement. Other reservists and retired personnel will report directly from home to the NMPS for activation and mobilization processing. In planning the required movement, the majority of personnel must be furnished transportation at government expense via common carriers. The mode used will be the one that most effectively meets the military requirements at the time of need. All transportation after NRA activation and NMPS mobilization processing will generally be arranged by the servicing NAVPTO in coordination with AMC or the Military Traffic Management Command (MTMC), as appropriate. This chapter describes the policies and procedures for obtaining and arranging transportation during mobilization/contingency situations.

b. Individual Responsibilities. This paragraph provides general responsibilities during times of mobilization/contingency situations.

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(1) Chief of Naval Operations (CNO). Depending on the level of authority invoked, issues the alert and mobilization directives calling for an expansion of the active duty Navy. Mobilization may be selective, partial, full, or total. CNO also will authorize required manning levels, will designate specific commands activities that must be augmented to bring them up to wartime manning, and will levy personnel strength requirements necessary to meet the contingency. CNO (N413B) monitors transportation support of Navy requirements; is the focal point for all passenger transportation matters; and functions as the Primary DoD War Air Service Program (WASP) Air Priorities Office for the Department of the Navy for passenger movements.

(2) U.S. Transportation Command (USTRANSCOM). The Joint command responsible for coordination and management of DoD military transportation needs and assets for air, land and sea common-user transport. It is comprised of a headquarters staff, three component commands, and their assets. These component commands are the Air Mobility Command (AMC) (USAF), the Military Sealift Command (COMSC) (USN), and the Military Traffic Management Command (MTMC) (USA).

(3) AMC. The Air Force component commander under USTRANSCOM which provides airlift resources to support mobilization requirements between CONUS and overseas areas, within overseas areas, and within CONUS, as required. AMC will book and confirm all international air passenger movement request received from MTMC and the NAVPTOs.

(4) COMSC. The Navy component commander under USTRANSCOM who provides strategic sealift through operation of the MSC-controlled fleet during peace, war and contingency situations.

(5) MTMC. The Army component commander under USTRANSCOM who is responsible for arranging intra-CONUS passenger moves of groups supporting the Military Services' requirements that are outside the local NAVPTOs routing authority. See chapter 2, paragraph 3. MTMC is also the booking authority for sealift requirements.

(6) Chief of Naval Personnel (CHNAVPERS). Under the Deputy Chief of Naval Operations (Manpower and Personnel),

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initiates action to augment various fleet and overseas units, issues order preparation and issuing guidance, controls and coordinates active duty and mobilization personnel distribution.

(7) Commander, Naval Reserve Force (COMNAVRESFOR). Directs and coordinates the activation of units and personnel under his cognizance in response to mobilization directives issued by CNO, the order-issuing guidance provided by the Deputy Chief of Naval Operations (Manpower and Personnel)/Chief of Naval Personnel and the Enlisted Personnel Management Center (EPMAC).

(8) Naval Reserve Personnel Center (NAVRESPERSCEN). Screens and assigns pertrained individual manpower (PIM) personnel to valid mobilization requirements and fills vacant SELRES billets when directed. Reviews and distributes mobilization orders to Navy Mobilization Processing Sites (NMPS) for PIM personnel. Issues orders and travel support to PIM personnel when necessary through NAVPTOs.

(9) Naval Reserve Readiness Command Regions (NAVRESREDCOM REGs). Geographic regions within the U.S. and its territories, assigned by Commander, Naval Reserve Force under Commander, Naval Reserve Force, and normally commanded by Training and Administration of Reserves (TAR) and USN captains who direct and coordinate the peacetime, pre-mobilization training of reservists at assigned Naval Reserve Activities (NRAs) within the region.

(10) NRAs. Field activities of Commander, Naval Reserve Force (COMNAVRESFOR). May be either surface activities under Commander, Naval Surface Reserve Force (COMNAVSURFRESFOR), or air activities under Commander, Naval Air Reserve Force (COMNAVAIRESFOR), and normally commanded by TAR or USN officers. They direct and manage the peacetime, pre-mobilization training of reservists assigned to the NRA. At recall or mobilization, they conduct activation screening and processing of units and individuals assigned, issue orders to reservists and coordinate transportation requirements for assigned units, sub-units and individuals through the supporting NAVPTO.

(11) Personnel Support Activities (PERSUPFACTs). During mobilization, PERSUPFACTs will coordinate and monitor their

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NAVPTO and Personnel Support Activity Detachments (PERSUPPDETs) in the processing of mobilized reserve units and individuals to active duty and their movement to required locations.

(12) Personnel Support Activity Detachments (PERSUPPDETs). Selected PERSUPPDETs at designated Navy Mobilization Processing Sites (NMPS) are assigned personnel mobilization processing responsibilities for recalled/mobilized reservists.

(13) Navy Passenger Transportation Offices (NAVPTOs). Under the direction of the PERSUPPACT, NAVPTOs have overall responsibility for arranging transportation for recalled and mobilized reserve units and individuals located within the PERSUPPACT area of responsibility. NAVPTOs will communicate directly with USTRANSCOM (MCC), AMC, MTMC, COMSC and the CTO, as necessary to arrange appropriate transportation.

(14) Navy Mobilization Processing Sites (NMPS). Selected naval bases and stations with appropriate infrastructure that supports the mobilization processing of military and civilian personnel as necessary to meet the needs of the Navy and/or Marine Corps, as appropriate. They are normally commanded by active duty flag or general officers or O-6 grade officers with already assigned area coordination authority who, under NMPS, act as the Local Area Coordinator for Mobilization (LACMOB). NMPS are responsible for the proper and complete mobilization processing of members necessary to meet the needs of the Service.

(15) Personnel Mobilization Teams (PERSMOBTEAMS). Selected reserve (SELRES) units tasked with augmenting NMPS and assisting the LACMOB and NMPS activities with the recall/mobilization processing of SELRES, IRR, Standby Reserve, Fleet Reserve, and retired Navy personnel to active duty as directed by the implementing directive.